

**Mayor**  
Frank Hansen

**Deputy Mayor**  
Terry Anderson

**Councilmembers**  
Gene Fisher  
Chris Wythe  
Ralph Shape  
Joe Brennan  
Don DeHan



**City Manager**  
Bruce A. Rayburn

**Assistant City Manager**  
Craig R. Ward

**City Attorney**  
Mary E. Mirante Bartolo

**City Clerk**  
Judith L. Cary

*"The Hospitality City"*

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**CITY MANAGER'S WEEKLY UPDATE**  
**August 27, 2004**

**Dear Mayor, Councilmembers, Residents and Employees:**

**Economic Development Project Reconnaissance Report:** The City's economic development consultant, E. D. Hovee & Company, recently completed reconnaissance interviews with 22 local stakeholders. The purpose of the interviews was to obtain information and perspectives regarding SeaTac business development prospects from a broad range of business, property and development, elected officials and public agency interests. This information is being used in subsequent project tasks, including developing industry screening criteria and identifying industry and business targets for future marketing efforts. Findings from the reconnaissance phase are summarized in the attached report.

**Transportation Update:** Please see the attached letter that Executive Sims sent to the King County Council Chair. It indicates that the Executive will not send to the Council a local transportation proposal for the November 2004 ballot that would ask the voters for the authority to impose a 2.8-cent local option gas tax and a one-tenth of one percent sales tax.

**City Receives National Budget Award:** The Government Finance Officers Association (GFOA) of the United States and Canada has presented a Distinguished Budget Presentation Award to the City of SeaTac for its annual budget for fiscal year 2004. In order to receive this award, a governmental unit must publish a budget document that satisfies nationally recognized guidelines for effective budget presentation as a policy document, as an operations guide, as a financial plan, and as a communications device. This award is the highest form of recognition in governmental budgeting and represents a significant achievement by an organization. Since the inception of the program in 1984, only 900 entities across the nation have received the Award. This year is the 12th year the City has been honored with the Distinguished Budget Presentation Award.

**3rd Runway Fill Update:** TTI Construction is now providing fill for the runway project from source material in Dupont, Pierce County. The fill material is arriving via barge at the Glacier Northwest off-load facility at First Avenue South in the Duwamish industrial area. Trucks are using East Marginal Way and SR509 southbound to the construction site. They

exit SR 509 at the construction interchange at South 176th Street. This delivery is occurring during nighttime hours, with approximately 4,000 tons per shift or 130 trucks via this route. The haul on this route began August 23. Questions can be directed to Marlys St. Laurent, Aviation Public Affairs, Seattle-Tacoma International Airport, at 206.433.4604.

**Volunteers sought for Sound Transit Citizen Oversight Panel:** Sound Transit, the Central Puget Sound Regional Transit Authority, is requesting volunteers to fill two vacancies on the Citizen Oversight Panel. Applicants must meet the following qualifications in order to be considered:

- Be a registered voter in the Sound Transit District.
- Reside in the Sound Transit District.
- Have experience/skills in one or more areas of expertise related to the panel's responsibilities – business management, engineering, large projects construction management, public facilities and service, government processes, and public policy development or review.
- Ability to attend meetings during normal business hours.

To apply, submit a one-page letter, to John W. Ladenburg, Chair, Sound Transit, 401 South Jackson Street, Seattle, WA 98104-2826. The letter must be submitted by September 17, 2004 and should include:

- Brief statement of interest in serving on the panel.
- Specific qualifications for serving on the panel.
- Highlights of related experience and expertise.
- A Resume.

Questions should be directed to Carol Doering, Administrative Specialist, Sound Transit's Office of Policy and Planning at 206.398.5095 or e-mailed to [doeringc@soundtransit.org](mailto:doeringc@soundtransit.org)

**Olympic Pipe Line Inspection Confirms Safety:** During the evening of August 24, 2004, the contractor for Olympic Pipeline exposed a suspected pipe anomaly. The location is along International Boulevard, in the southbound HOV lane, approximately 250 feet north of the Airport entrance at a depth of 6.5 feet. Representatives from Olympic, Olympic's contractor, Washington Utilities and Transportation Commission, SeaTac Public Works were present during the operation. According to Olympic, the repair is intended to be permanent. Olympic and their contractor have been very cooperative and conscientious to date. The schedule for final pavement patching is weather dependent.

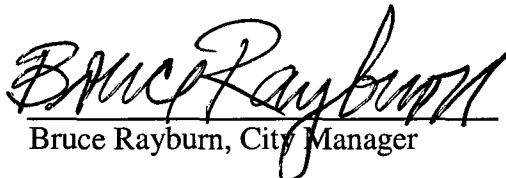
**Police Response for August 23:** Please see the attached memorandum from Sergeant Steve Tucker to Chief Somers in regard to the busy morning of August 23 and the resolution of two in-progress felonies.

**New King County Jail Director Named:** King County Executive Ron Sims has announced the appointment of Kenneth Ray as Director of the Department of Adult and Juvenile

Detention. Ray has served as the Director of the Yakima County Department of Corrections for the past 10 years. Please see the attached King County News Release for additional information.

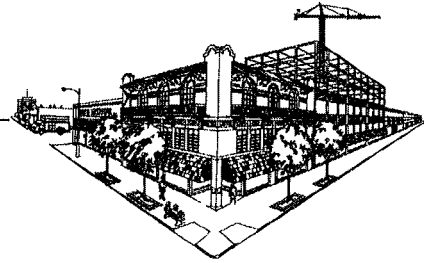
**Additional Police News:** Officers handled a case involving an allegation that a man was displaying a gun to another man and making threats early Monday morning, August 23. Local media later reported that another part of the arrest was controversial because the officer used a Taser to subdue a 66-year-old grandmother. While the case is still being investigated, we do know the officer tried to make one arrest of a male suspect, and a 66-year-old woman interrupted and/or tried to stop him. The officer continued with his arrest, and then turned his attention to the woman who he then tried to arrest for obstructing his earlier arrest. The woman grabbed the officer's legs and would not let go; the officer tried to dislodge the woman, and then displayed his Taser telling the woman that he would use it if she did not comply. She did not comply; the officer used the Taser in "touch mode" two times to gain compliance. The woman was then arrested.

- August and September Calendars
- Agendas:                      Planning Commission                      08/30/04  
   Library Advisory Committee                      08/31/04

  
Bruce Rayburn, City Manager

# E. D. Hovee & Company

Economic and Development Services



## MEMORANDUM

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To: Craig Ward & Soraya Lowry  
City of SeaTac

From: Eric Hovee

Subject: Reconnaissance Interviews for Economic Development Project (Task 2)

Date: August 25, 2004

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On July 12, an economic development project status report was submitted for review with the STEP and Hotel/Motel Advisory Committees. This status report provided observations resulting from an initial set of 17 interviews conducted over the late June to early July period. Subsequent to the Committee meeting, I have conducted five additional interviews on August 2 with members of the SeaTac City Council.

This memorandum provides a revised and complete Task 2 project deliverable – covering the results of all local project interviews.

### INTERVIEW PROCESS

Task 2 called for conducting approximately 12-15 interviews with selected individuals knowledgeable about the SeaTac community and business opportunities. Over the course of the last several weeks, I have had the opportunity to meet and interview 22 local stakeholders, as indicated by the listing on the following page.

The purpose of the interviews has been to obtain information and perspectives regarding SeaTac business development prospects from a broad range of business, property and development, public agency and elected official interests. This resulting base of information is now being applied to subsequent project tasks, including development of screening criteria and business cluster recommendations.

All of the interviews were conducted in-person. While an overall interview guide was used, interviews were intended to be informal in nature. Questions were asked regarding such topics as interviewee involvement in the community, strengths/weaknesses of SeaTac as a place to do business, anchor or *icon* businesses, criteria for business and economic development priorities, business and property development opportunities.

## INTERVIEW CONTACTS

A list of the 22 individuals who participated in the interview process is provided below. The interest and time of all interview participants is most appreciated.

### List of Persons Interviewed

Name	Affiliation
Frank Hansen	Mayor, City of SeaTac
Terry Anderson	Deputy Mayor, City of SeaTac
Don DeHan	City Councilmember, City of SeaTac
Ralph Shape	City Councilmember, City of SeaTac
Chris Whythe	City Councilmember, City of SeaTac
Joe Brennan	City Councilmember, City of SeaTac
Bruce Rayburn	City Manager, City of SeaTac
Bryan Collins	General Manager, DoubleTree Hotel
Rick Lucas	International Parking Management
Mike Mann	Manager, Super 8
Sam Uchello	General Manager, Marriott Hotel
Diane Summerhays	Community Development Manager , Port of Seattle
John Faulkner	Business Manager, Port of Seattle
Tom Dantzler	President, Equitable Capital Group
Cathy Heiberg	Property owner
James Cassan	Property owner
Jay Holman	Real estate agent, former Assistant City Manager
Shaunta Hyde	Local Government Relations Manager, Boeing Corp.
Katherine Kertzman	Director, Seattle Southside Visitor Services
Nancy Damon	President/CEO, SW King County Chamber of Commerce
Mike McCarty	Finance Director, City of SeaTac
Soraya Lowry	Senior Project Coordinator, City of SeaTac

While focused primarily on contacts currently external to the SeaTac community, it is noted that additional or follow-up local interview contacts may be suggested as we move into the Task 6 business targeting process.

## INTERVIEW OBSERVATIONS

As noted, much of the information obtained from the interviews is being used for subsequent project tasks now underway – notably Task 3 Screening Criteria and Task 4 Business Clusters. We also expect the information and insights gained to be useful in later phases of the project – with business targeting and identification of suitable economic development incentives for consideration with particular business icons that may consider locating or investing in SeaTac.

The focus of this report is on identifying key observations resulting from the interview process – both as providing important context and as potentially shaping the strategic direction of economic development in SeaTac. An initial synopsis of key observations suggested for initial

review and discussion with the STEP and Hotel-Motel Advisory Committees was included with the earlier July 12 memorandum. This discussion has been expanded to include observations of additional interviewees as well as provide added detail based on areas of discussion with City staff and the STEP / Hotel-Motel Advisory Committees.

Five overall observations emerge from this SeaTac stakeholder interview process:

**1. Major regional players affecting the SeaTac community are operating within a new business paradigm requiring a more rapid, responsive culture to capture and capitalize on emerging investment opportunities.**

In the post 9/11 era, Port of Seattle financial resources are more limited and have been diverted to security measures. More limited resources now require what appears to be a more flexible and perhaps opportunistic approach to airport property and infrastructure development. Similar issues are posed for Sound Transit in discussion of extending light rail from 154<sup>th</sup> further south toward the airport and 200<sup>th</sup> Street.

For the City of SeaTac, Council members and staff express the need for a consensus vision, expressed by the comment that “the City doesn’t have a vision of where it wants to be.” This observation is counterbalanced by the oft-stated desire to achieve action rather than, for example, simply conducting more studies and plans that do not lead directly to implementation. A Council member observes that both the cities of Tukwila and Burien have been more aggressive than SeaTac, particularly with urban revitalization and mixed use development.

On the private side, lodging operators have restructured their business approach in a variety of ways to maintain and rebuild business – ranging from emphasis on park-n-fly linkages to serving airline crews to promoting opportunities for soccer and softball tournaments that bring families to South King County hotel properties. Another example of restructuring is provided by Boeing’s emphasis on a more flexible, even virtual workforce – immediately responsive to customer requirements.

Of increased importance may be the ability to make infrastructure investments increasing transportation mobility and enhancing SeaTac’s image as a *gateway* community. This opportunity is represented, for example, as might be represented with a potential Cross Valley Connector. Another high priority project is the completion of SR 509 south to I-5, along with a new connection to Sea-Tac Airport to better serve the approximately 40% of auto, truck and airport-bound traffic arriving from the south. This project is characterized as “ready-to-go,” with some funding in place but with a need for significant added funding to replace what was lost with passage of I-695.

**2. It has proven challenging to mesh the often diverse interests of property and business owners with City of SeaTac objectives for economic and community development.**

Based on interview discussions, this may be most apparent in the difficulties with moving the Center City Plan forward to implementation. One property owner indicates that the City

Center Plan could not be readily implemented due to lack of flexibility to address private needs and interests; another suggests that the plan was not creative enough.

A City Council member suggests that a major rethinking of the Central City plan may be required; another suggests that SeaTac “will never have one downtown;” a third questions whether the community will ever have a “conventional type City Center.” Suggestions are offered by both public and private sector interviewees for other potential core areas (188<sup>th</sup> away from International Boulevard or 200<sup>th</sup>). Also suggested is dispersal of at least some commercial to a more neighborhood-oriented focus.

Mixed reviews are given regarding the City’s development and permitting process. One private business representative offers kudos to the City as “good to work with, permitting is a plus.” A City Council member comments that residents and businesses have worked together better since city incorporation; businesses are more involved. Additional evidence is provided by the City’s cooperative approach to “mitigate not litigate” in working with the Port of Seattle.

Counterbalancing this is the comment from a private interviewee that there are “too many hoops; the City has not done a good job conveying how important business is.” From several sources, the desire is expressed for the City to provide more options, more of a problem solving orientation to facilitate private business and investment plans.

One suggestion from a Council member is the need for a simplified, but rigorous permitting process. A private owner recommends that the City needs to clearly determine: “What can they offer to developers?”

From a public perspective, it has proven challenging to revise community expectations in the wake of 9/11, the economic downturn and now emerging recovery. While the City has remained relatively strong financially compared to others in the region, spending growth has been curtailed and the City has had to dip (though less than expected) into its previously healthy levels of financial reserves.

The City is heavily reliant on business sources of property as well as sales tax, reducing the financial burden to residential taxpayers. A City official notes that more than 70% of SeaTac’s total tax base is derived from business. While not directly affecting the general fund, flat to declining hotel/motel and parking tax revenues constrain the City’s ability to undertake discretionary transportation and economic development investments – important to the City’s long-term financial sustainability.

### ***3. The City of SeaTac and many business/property owners appear to be in relatively healthy financial position, potentially reducing the incentive for overall community change and economic development.***

Rather than reacting from necessity, the challenge may be to ask: how can we take what we have and do better? For both public and private interests, *doing better* means generating additional financial value – exceeding what is realized currently.

Frustrations cited by interviewees include:

- Difficulty implementing development agreements
- Long lead times to plan and effect substantial reinvestment in lodging properties
- Lack of conversion of parking from surface to structured facilities
- Lack of any clear project application (beyond marketing) for use of Hotel-Motel funds
- Poor aesthetics for some businesses and declining quality of some residential neighborhoods associated with rapidly changing community demographics
- Uncertainty over potential community response to business and property development proposals in proximity to established residential areas
- Lack of clear guidelines for application of City incentives to facilitate private development

In both private business and municipal government, there is a relationship between risk and reward. Communities that encourage investment can incur higher risk – of developments that don't turn out as planned or of public investment that is not recouped as anticipated. However, the investments made today will determine the asset base that supports the community in the future. As one interview participant observed, “risk is what it takes.”

**4. *No single opportunity emerges as a consensus winner, but there are a variety of ideas that could be packaged for economic development and enhancing SeaTac's quality of life.***

Among those interviewed, there is an overall sense of optimism about SeaTac's future prospects. One stakeholder observes that, given assets of location and freeway/air access, “SeaTac has more promise than surrounding communities.”

More specific examples of opportunities cited by those interviewed include:

- Continued improvement of the design and presence, the “look and flow” of the Seattle-Tacoma (SeaTac) International Airport – including accessibility from the airport to International Boulevard.
- Additional and more diverse *dining* on International Boulevard – themed restaurants, microbreweries and fast food/espresso (with possible drive up).
- More opportunities for capture *family and spousal travel* with extended weekend stays – possibly by promoting concepts such as: “If you're coming to the Northwest, SeaTac is your home port.”
- Corporate *office* – especially if linked to distribution/air logistics operations
- *Distribution/logistics* – focused on Port of Seattle/NEST properties and with special opportunities such as production engineering requiring immediate access to air transport (albeit with potential concerns raised over issues of transportation, noise, lighting and other impacts at locations where there are adjoining residential neighborhoods).



- *Community oriented retail* (grocery anchored) – might function at sites other than the City Center area including neighborhood commercial and also address locally oriented professional and personal service businesses (with mid-road and non-big box names such as Olive Garden, Applebee’s, Blockbuster).
- *Lodging & conference enhancements* – potentially including *touchdown* facilities (24/7 with broadband/Ethernet capability), corporate training, selective expansion of existing lodging properties (although there is less consensus over the opportunity for trade mart or added conference and convention facilities).
- Multi-family residential including *mixed use* – including condos, townhomes, row-houses, cottage housing, live-work and apartments as a means to better accommodate changing work force needs (including temporary housing/lodging), offer more residential options (for both young singles and retirees), and improve community image (with new as well as rehabbed housing).
- *Recreation* facilities that serve both community and visitor interests – such as practice or tournament level soccer fields and pathways/trails in the vicinity of airport hotels as well as possible new or expanded golf course for visitors and local residents.
- Completion of the planned *senior center*.
- *Reuse of closed school sites* – owned by the Highline District which has been reluctant to release this property to date.
- Transition from surface parking to *parking garages* – with planning to accommodate cost-effective development, while converting some surface parking to single or mixed use office-retail-residential (and likely requiring protocols with Port of Seattle for on/off airport parking development).

While business and property interests tended to focus on industrial and commercial development, City representatives (particularly Council members) express strong interest in residential improvement. One council member suggests working to increase population and density, in part offsetting the loss of housing with Port of Seattle acquisition. Another comments simply that “mixed use is what this City needs.” At some point, this could involve consideration of some residential re-zoning, for higher density and mixed used development.

Another dimension of this opportunity is expressed with the comment: “We’re now urban, so culture is more important.” A business representative observes that SeaTac should use its increasingly diverse “melting pot” culture as a marketing and business development advantage.

A number of site specific properties opportunities and issues were identified during the course of interview discussions – focused primarily on International Boulevard and the NEST airport related properties. Some interest is expressed into introducing small business and neighborhood commercial at selected transportation nodes away from International Boulevard – to better serve SeaTac residential neighborhoods.

While some of these opportunities may be more feasible in the short term than others, none can be considered a *slam dunk*. All appear to face challenges requiring public-private cooperation.

In summary, implementation of these or similar opportunities can be expected to increasingly involve public-private partnerships together with targeted incentives – in order to assure private market feasibility and also achieve public planning objectives.

**5. *Interest is expressed in building from this economic development project to a broader community vision for SeaTac.***

One of the reasons that community reaction to development proposals is uncertain is that there appears to be no clear consensus vision for what SeaTac wants to be 20 or perhaps even 50 years from now. There is great uncertainty expressed as to how to successfully engage a much more diverse (often non-English speaking) population in a participatory, meaningful process to better understand a broad spectrum of community interests and needs.

Lack of readily apparent consensus extends beyond the residential community to also include business and public agency interests. Interviews with City Council members indicate a variety of potential economic development priorities – but with no readily apparent or clear consensus focus.

However, there is general agreement that planning without results is not a priority. The need for an *action-oriented* agenda is widely expressed.

One interviewee suggests that SeaTac needs to “find a way to determine who we want, then advertise.” Yet another Council member recommends the need for “a stronger vision, aim high.” A long-time resident involved in both business and public sector activity observes that part of the community’s need is to prepare for the transition to a “new generation of leadership.”

Clarity of purpose is important not just for the larger vision, but for making decisions on individual projects as they emerge. Projects of direct importance both to the City and business community that have not been readily resolved include the lack of City Center implementation, the proposed concept for a Bow Lake Trail and redevelopment of the Hughes property on Angle Lake.

One question raised in the interview process is whether this economic development project might serve as a launching point to create this broader vision for SeaTac’s long-term future. Based on a review of the initial interview observations on July 12, the STEP and Hotel/Motel Advisory Committees have opted to maintain the focused business development approach of the current economic development project.

Other options that could be considered separate from or subsequent to this economic development project include a visioning process conducted: a) primarily with the City Council (perhaps in a workshop or retreat setting); or b) a broader community process involving a wide range of residential, business and property owner interests.

Hesitancy is expressed in launching a process for which the community may not yet be adequately prepared. It is also not readily apparent that economic development should be the primary focus or point of introducing such a process – as broader community interests extending well beyond economic development may be involved.

For the near term, there is stronger consensus that what is needed is the ability to make incremental decisions that serve to build momentum and a track record of accomplishment. Seeing visible signs of change – often creating benefits but also concerns – may prove to be a useful means for beginning a broader community dialogue in the months or years ahead.

*In summary*, there appears to be growing impetus for change among both the members of the public and private sectors interviewed as part of this initial economic development reconnaissance. As might be expected, private business and property owners are interested in opportunities for development investments and operational improvements that offer a reasonable prospect of financial return.

A number of the public sector interviewees, including Council members, recognize the importance of changes that will improve the community's livability and quality of life. Together, both public and private interests are looking for planning that leads to action – sooner rather than later.

August 23, 2004

The Honorable Larry Phillips  
Chair, King County Council  
Room 1200  
C O U R T H O U S E

Dear Councilmember Phillips:

In May of this year, after it became clear that the Regional Transportation Investment District proposal would not be moving forward to the ballot this November, Harold Taniguchi, Director of the King County Department of Transportation (KCDOT), asked if KCDOT could explore a proposal for local option revenue to restore revenue shortfalls for local roads and transit. KCDOT had been working with cities to identify a source of funding to replace vehicle license fee funding for county roads and city streets. The RTID proposal in King County focused on the "mega-projects" and contained almost no funding for local roadway and transit needs. The last State gas tax increase also provided no direct distribution for city streets or county roads.

I agreed to let KCDOT explore their idea, but insisted that any proposal meet three criteria. First, any proposal would need to solve not just the County's financial shortfall impacting roads, but also assist the other local jurisdictions throughout King County with the revenues they have lost. Second, any proposal would need to have broad support and be one that a variety of regional interest groups would advocate for. And third, any measure would need to have a reasonable chance of passage, given the high voter turnout anticipated for the presidential election.

The revenue picture that Mr. Taniguchi presented was compelling. Even though 60% of King County voters opposed Initiative 776, its passage in 2002 left an \$18 million annual gap in local County and City roads funding for all jurisdictions within the County. In response, cities have had to cut back on street maintenance and King County has had to adopt a revised Capital Improvement Program that eliminates over \$80 million worth of needed and important arterial roads projects over the next six years. This leaves the County with the ability to respond largely to just safety and maintenance needs and not to growth and traffic congestion on our County arterials. Local jurisdictions also have made significant cuts in their road and street capital improvements programs. I think you would agree this is not a sustainable position for local government in the state's largest county.

The financial picture for transit is also anemic. Even though King County voters opposed Initiative 695, its passage statewide led to a reduction in King County Metro's annual tax support of over \$100 million annually. While most of that support was restored by a King County voter supported sales tax increase in 2000, the Transit Division still receives at least \$20 million less annually than it would have if the provisions of Initiative 695 had never been implemented. The downturn in the economy has also depressed sales tax revenues. Figures provided by the department show that absent new tax revenue, increases in Metro transit service levels will not keep pace with either population or employment growth, declining on a per capita basis over the next ten years. Nor will it be possible to achieve the service hours envisioned in the adopted Six-Year Transit Plan within the decade.

We need roads projects and increased transit services to be able to keep our concurrency commitments and provide transit services to population and employment centers throughout the county. Otherwise, we would face a difficult challenge in meeting the commitments of the Growth Management Act and the mobility needs of a growing economy.

KCDOT came back to me with an excellent proposal. It included roads funding that would flow to all cities in King County and the unincorporated areas, and transit revenue that would enable us to provide expanded service throughout the county. The services and projects were comprehensively linked and invested in the arterial network that we all rely on to get around our communities and the county and would be integrated with light rail, monorail and commuter rail. Over half the miles driven in King County during the congested daily commute are on this arterial network.

The KCDOT proposal would have asked the voters for the authority to impose a 2.8-cent local option gas tax and a one-tenth of one percent sales tax. The gas tax would generate about \$27 million annually for King County and its cities, while the sales tax would provide about \$40 million annually for improved and expanded transit services. This would replace the funding previously available from the local option vehicle license fee and would fully restore the tax revenues lost by Metro Transit as a result of the passage of Initiative 695.

KCDOT and my staff then began to discuss the draft proposal with elected officials, local jurisdiction staff and key stakeholders, including business, labor and environmental interests. Those groups echoed the need to assess public sentiment regarding the tax measure were it to be on the ballot this November.

A general public opinion survey overseen by KCDOT indicated that a majority of King County residents, when informed of the current situation, support increased taxes for better arterials and increased Metro services. The survey also assessed what types of road and transit improvements were the most important to King County residents.

A group of business and labor interests also quickly stepped up to the plate and funded a poll of likely voters. That poll showed that voters clearly perceive the need for more investments in both our local roads and our local transit system. But the voter poll also showed the measure was neither a clear winner nor a clear loser. Only 40% initially supported the measure. But

skepticism about the measure in the initial questioning turned to a majority of 51% in support when voters were told of the advantages of the proposal, including restoring funds lost as a result of initiatives, and improving transit integration with light rail, monorail and commuter rail stations.

Outreach to local elected officials and local jurisdiction staff and to subarea groups such as ETP, SCATBd and SeaShore, found some that were supportive of the proposal, and others intrigued, but just as many expressed skepticism about the measure or its timing.

The region's business groups were also split on the measure. Some were very supportive, while others felt that now was not the time to ask voters for new revenue. The stated opposition of the oil and gas industry to local option fuel taxes (including the prospect of a campaign against the measure) was also a concern of some businesses.

The materials prepared by KCDOT clearly showed the need for the investments and the voters who were polled acknowledged that need as well. Once again, we were reminded about the advantages of offering a balanced package of transportation improvements that include both roads and transit. However, to meet the ambitious timeline for a successful vote this November, we would need clear community consensus, and broad support from opinion leaders such as local elected officials and key stakeholder groups. There would also be the need for a broad coalition to come together to support and mount a strong campaign.


Many do support moving ahead with a vote this November. But even more are concerned about the timing of the measure or have doubts about the distribution formulas for the revenue, or other individual elements of the proposal. In our discussions, it appears that we do not have a solid bipartisan coalition on the council to move the proposal forward. Also a strong, clear community consensus among local elected officials and regional leaders is not there, and there is insufficient time to develop that consensus. Therefore, with no broad coalition emerging and given the extremely short timeline for Council action, I will not be forwarding the proposal for roads and transit funding to the Council.

Both the county and local jurisdictions need to continue to work together to find solutions to our transportation funding crisis. There are significant barriers to the successful application of the funding tools that we have been given, whether it be the RTID or the local option gas tax or other local authorities. We need to take a fresh look at the funding sources that are available and the use restrictions that may limit the effectiveness of these tools.

Our partner in this effort is the state legislature and we need to begin to engage in a dialogue with its members in advance of the next legislative session. The transportation committee chairs are well aware that there is a local funding shortfall that goes hand in hand with the regional and statewide funding shortfall. It is incumbent on us to find the right tools to attack our collective funding problems. Perhaps the next session of the legislature can include a workable funding package geared toward our important arterial street network, whose smooth functioning is so critical in our economic development and growth management and quality of life efforts.

I realize there was not much time available for KCDOT to develop the proposal. And the timeframe for community review and consensus building was very short. While we are not moving forward at this time, I will not abandon my efforts to work with you toward better and more consistent funding options for our critical transportation infrastructure.

Sincerely,



Ron Sims  
King County Executive

cc: King County Councilmembers  
    ATTN: Shelley Sutton, Policy Staff Director  
        Anne Noris, Clerk of the Council  
David Hopkins, Regional Transportation Manager, King County Executive Office  
Steve Call, Director, Office of Management and Budget  
Harold Taniguchi, Director, King County Department of Transportation  
Joni Earl, Chief Executive Officer, Sound Transit  
Doug McDonald, Secretary, Washington State Department of Transportation  
The Honorable Ed Murray, Washington State House of Representatives, 43<sup>rd</sup> District  
The Honorable Jim Horn, Washington State Senate, 41<sup>st</sup> District  
RTID Executive Boardmembers  
Sound Transit Boardmembers  
Seashore Transportation Forum  
South County Area Transportation Board  
Eastside Transportation Partnership  
King County Public Works Directors  
Amalgamated Transit Union Local #587  
Building Trades Council  
Seattle Chamber of Commerce Transportation Committee  
Master Builders Association of King and Snohomish Counties  
Downtown Seattle Transportation Alliance  
Transportation Choices Coalition



## Memorandum

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**Date:** August 23, 2004

**To:** Major Scott Somers

**Via:** Chain

**From:** Sergeant Steve Tucker 

**Re:** RESPONSE TIMES

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Two sets of Alert tones in SeaTac: one minute and fifteen seconds apart...

This morning at 1123 hrs. Radio received an Armed Robbery, Just Occurred in the L3 district. MPO Minshull was in a training class, so our "full complement" of officers was down by one. The officers we did have (Frazier, Belongia and Olmstead) responded, backed up by Officer Tim Gillette and Officer Steve Lantor.

At 1124 hrs. Radio received a Burglary in Progress call in the L1. Lantor re-routed, as he was closer to this one, and I responded.

Operator 67 was working S/W air and did an admirable job of keeping both fluid situations under control and still handling the other traffic.

My concerns were that the two in-progress felonies would need more officers than we had available. I was wrong. Responding to assist were Deputy Christine Masters, Deputies Jeff Thomas and Scott Click, (who happened to be close by), Ben Wheeler, Chris Updyke, Pete Thalhofer and Mary Syson. By the time I arrived, I was the eighth car and ninth cop on scene!

The Robber was caught and taken to jail and the burg turned out to be nothing. However, I was impressed with the massive and timely response to both scenes. I do not believe we could have used any more bodies at either location.

In conclusion, I'm happy to report that the Team of SeaTac, Burien, King County Field Ops and Special Ops clicked along smoothly today and the citizens of SeaTac should be very happy with the coverage they receive.





**King County**

**Ron Sims**  
King County Executive

# ***News Release***

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Date: August 26, 2004

Contact: Elaine Kraft (206) 296-4063

## **Sims Names Ken Ray as New Jail Director**

King County Executive Ron Sims today announced the appointment of Kenneth Ray as Director of the Department of Adult and Juvenile Detention. Ray, who is currently serving as the Yakima County Departments of Corrections and Security Director, was selected after a national search. Ray will be replacing retired Chief Larry Mayes, who has served as interim director since May 2003.

"Ken is an innovative leader in the field of corrections in this region," said Sims in making the announcement. "He developed contracts to provide much needed jail beds to many jurisdictions across the state, including cities within King County. Ken has been successful implementing cost-effective treatment programs and alternatives to detention like those underway in King County and we are confident he will be a tremendous asset to King County."

Ray brings an extensive background in law enforcement and corrections to King County. For the past 10 years, he has served as the Director of the Yakima County Department of Corrections. Ray had been a police officer and supervisor with the Vidor Police Department in Vidor, Texas for nine years, and was Undersheriff in the Sheriff's Office in Orange County, Texas. He also holds a Bachelors of Science in Criminal Justice Administration and a Masters of Education in Counseling and Development from Lamar University in Beaumont, Texas.

"King County is pursuing many promising initiatives to improve public safety and reduce criminal justice costs," said Ray. "This is the right direction and I'm excited about the opportunity to contribute to it. I look forward to working with the leadership in King County."

As Director of the Department of Adult and Juvenile Detention, Ray will oversee one of the largest jail systems in the country with nearly 2300 adult inmates, 120 juvenile offenders, and 300 community corrections placements. The department has more than

900 staff members who operate two adult jails (Seattle and Kent), a juvenile detention facility in Seattle, and a community corrections operation based in Seattle.

Ray's leadership in Yakima helped to establish a strong unified regional jail system among all Yakima County police departments that has improved the delivery of public safety throughout the Yakima Valley. His business approach to corrections saved taxpayers in Yakima County and throughout Washington State millions of dollars while generating millions more for Yakima County from entrepreneurial partnerships throughout the Yakima Valley and Washington State.

"I am very fortunate to have had the opportunity, leadership and supportive involvement from the Yakima County Commissioners, criminal justice system and members of that community," said Ray. "Yakima County's success is truly the fruit of that areas' desire to work together from a unified vision."

Yakima County Commissioners expressed praise for Director Ray's outstanding 10 years of service. Commission Chairman Jim Lewis said, "The citizens of Yakima County are losing a dedicated and innovative leader. Ken has taken our corrections department to higher levels of care and concern, not only for the residents of our facilities, but also for our community. His leadership and commitment will be very difficult to replace. King County is getting a fantastic public servant."

Scott Somers, Chief of the SeaTac Police Department and Chair of the King County Police Chief's Association, agrees. He said, "Ken established excellent relationships with police departments throughout King County during jail contract negotiations with Yakima. He is a progressive leader in the corrections field and this is a great opportunity to build on that partnership and address regional criminal justice issues in King County."

Executive Sims also thanked Mayes for his willingness to return to county service after retiring to oversee activities in adult detention for more than a year during the search process. "The citizens of King County were well served by Larry in the Sheriff's Office for many years, and again by running the jail. I offer my heartfelt thanks for his efforts."

***This release is also posted on the King County Executive's Web site, at  
[www.metrokc.gov/exec](http://www.metrokc.gov/exec)***

**###**

August 2004						
August  2004  Go						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Music in the Park 5pm (Angle Lake Park)	2 PC 5:30pm (CANCELLED)	3 National Night Out 5pm	4 Resource Conservation Class 6pm (CC RM105)	5	6	7
8 Music in the Park 5pm (Angle Lake Park)	9 Civil Svs Com 3:30pm (Cancelled)  Human Svs Adv Com 6pm (Riverton Training Rm 128)	10 A&F 2pm (Airport Conf RM 345)  PS&J 3:30pm (Airport Conf RM 345)  SS 5pm (CC RM105) / RCM 7pm (CC RM105)	11 Joint STEP Hotel/Motel Mtg 10am (CC RM105) & Hotel/Motel Mtg 11am (CC RM105)  Human Rel Adv Com 6pm (Cancelled)	12 LUP 4pm (Airport Conf RM 345)	13 SWKC Chamber Event 12:30pm (Glen Acres Golf & Country Club)	14
15 Music in the Park 5pm (Angle Lake Park)	16 PC 5:30pm (Cancelled)	17	18	19 Sr. Citizen Adv. Com 10am (NSPCC)  Hearing Examiner 6pm (CC RM105)	20	21
22 Music in the Park 5pm (Angle Lake Park)	23 Human Svs Adv Com 6pm (Riverton Training Rm 128)	24 T&PW 3pm (Cancelled)  SS/RCM (CANCELLED)	25	26	27	28
29	30 PC 5:30pm (CC RM105)	31 Library Adv Com 5pm (VV Library)				

**MEETING LEGEND:**

**A&F** Administration & Finance  
**LUP** Land Use & Parks  
**PC** Planning Commission  
**PS&J** Public Safety & Justice  
**PSRC** Puget Sound Regional Council

**RCM** Regular Council Meeting  
**SCA** Suburban Cities Association  
**SCM** Special Council Meeting  
**SS** Study Session  
**SSS** Special Study Session  
**SWKC** Southwest King County Chamber  
**T&PW** Transportation & Public Works

**MEETING Location**


**(CC RM 105)** Council Chambers\*  
**(NSPCC)** North SeaTac Park Community Center  
**(VRCC)** Valley Ridge Community Center  
**(VV Library)** Valley View Library

**Updated 08/17/2004**

\*Council Chambers are accessible to persons with disabilities  
 equipped with Assistive Listening Devices.

*The dates and times of meetings are subject to change. Please contact City Hall to verify the above information.*

City of SeaTac: 4800 South 188th Street: SeaTac, WA 98188-8605;  
 Main: 206.973.4800; TDD: 206.973.4808; FAX: 206.973.4809  
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September 2004						
◀ September 2004 ▶ Go						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6 City Hall Closed 	7 T&PW 3pm (Airport Conf RM 345)	8 Human Rel Adv Com 6pm (Riverton Training RM 128)	9 Joint Step Hotel/Motel 10am (Riverton Training RM 128)& Hotel/Motel Mtg. 11am (Riverton Training RM 128)  LUP 4pm (Airport Conf RM 345)	10 SWKC Chamber Lunch 11:30am (Sea-Tac International Airport)	11
12	13 Civil Svs Com 3:30pm (Riverton Training RM 128)  PC 5:30pm (Cancelled)	14 A&F 2pm (Airport Conf RM 345)  PS&J 3:30pm (Airport Conf RM 345)  SS 5pm (CC RM 105)/ RCM 6:30pm (CC RM105)  Library Adv Com 5:30pm (Cancelled)	15 Composting Conservation Class 6pm (CC RM 105)	16 Sr Citizen Adv Com 10am (NSPCC)  Hearing Examiner 6pm (CC RM 105)	17	18
19	20 Human Svs Adv Com 6pm (Riverton Training RM 128)	21	22 Conservation Class 6pm (CC RM 105)	23	24	25
26	27 PC 5:30pm (CC RM 105)	28 T&PW 3pm (Airport Conf RM 345)  SS 5pm (CC RM 105)/ RCM 6:30pm (CC RM 105)	29	30		

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**CITY OF SEATAC  
PLANNING COMMISSION MEETING**

**August 30, 2004**

**Council Chambers, SeaTac City Hall, 4800 S. 188<sup>th</sup> Street  
5:30 p.m. to 7:30 p.m.**

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**MEETING AGENDA**

1. Call to Order/Roll Call – 5:30 P.M.
2. Approve Minutes of June 28, 2004 – 5:30 to 5:35 P.M.
3. Old Business – 5:35 to 6:30 P.M.
  - Continued Discussion about Proposed Amendments to the Wireless Communications Facility (WCF) Regulations
  - Continued Review of 2004 Proposed Comprehensive Plan Amendments’ “Final Docket” (*with a focus on the Glossary, Land Use Plan Map Amendments 1-5, Informational Map Amendments 7-27, and Economic Vitality*)
4. New Business – 6:30 to 7:15 P.M.
  - Initial Review of Several Proposed Zoning Code Amendments Related to:
    - Clarifying the Parking Garage Standards within the City Center
    - Adding an Exception for Front Yard Setbacks in the Urban Center
    - Creating a New Definition for a “Mural”
  - Quarterly Review of the Planning Commission’s 2004 Goals
5. Commission Liaison's Report – 7:15 to 7:25 P.M.
6. Planning Director's Report – 7:25 to 7:30 P.M.
7. Adjournment – 7:30 P.M.

**City of SeaTac  
Library Advisory  
Committee**

Jacqueline Krutz  
Chair

Mel McDonald

Donna Chavez

Peter Kiewit IV

Marion Henry

—

*The Library Advisory Committee  
reports to the City Council  
regarding library issues including:*

*Literacy  
Intellectual Freedom  
Diversity*

—

*City Clerk's Office*

*Judith Cary  
Coordinator*

*Marcia Rugg  
Staff Liaison*

—

*City of SeaTac  
4800 S. 188<sup>th</sup> Street.  
SeaTac, WA 98188*

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FAX (206) 973-4809*

**Library Advisory Committee Meeting**

**Agenda – August 31 , 2004**

**5:00 p.m. - Tuesday  
Valley View Library**

**Book Reviews will be shared before the meeting is called to order.**

**5:00 pm Call to Order**

Approval of Minutes dated April 27, 2004.

Public Comments

Reports

- Chairperson
- Friends of the Library
- City of SeaTac
- Valley View Library

**Continuing Business**

- Proposition No. 1 General Bond Issue

**New Business**

- Review 2005 goals and objectives
- Chair Position
- Update from Karen Hardiman

**Around the Table**

**Other**

**Announcements**

**Adjournment**

Cc: Valley View  
Friends of the Library  
KCLS:

Karen Hardiman, Managing Librarian  
Mary Lane, President  
Bill Ptacek, Director